



What is claimed is:

1. A multipurpose trailer system, comprising:
 - a chassis, said chassis including at least one axle and only one main beam, said axle including first and second ends;
 - a first suspension attached to said first end of said axle, and a second suspension attached to said second end of said axle;
 - a first wheel attached to said first suspension, and a second wheel attached to said second suspension;
 - said axle having first, second and third axle portions, said first axle portion extending from said first end of said axle to said third axle portion, said second axle portion extending from said second end of said axle to said third axle portion;
 - said main beam attached to a center of said axle on said third axle portion; and
 - a cargo deck including at least first, second, and third connectors for removably mounting said cargo deck to said chassis, said first and second connectors mounted on one of said axle and said cargo deck with said third connector mounted on one of said beam and said cargo deck;

wherein said cargo deck provides structural rigidity to said chassis through said first, second and third connectors, said structural rigidity being required to transport a load or a cargo from a first location to a second location.
2. A multipurpose trailer system as in claim 1, further comprising lifting means, attached to said main beam, for pivoting said chassis about said wheels and lifting said cargo deck from said chassis.
3. A multipurpose trailer system as in claim 2, further comprising stationary support means, removably attached to said cargo deck, for supporting said cargo deck when said chassis is unattached from said cargo deck.
4. A multipurpose trailer system as in claim 2, further comprising a plurality of indicator lights attached to said axle.

5. A multipurpose trailer system as in claim 1, wherein said first and second connectors have first and second portions, said first portions of said first and second connectors being mounted to said axle and said second portion of said first and second connectors being mounted to said cargo deck.
6. A multipurpose trailer system as in claim 5, wherein said third connector has first and second portions, said first portion of said third connector being mounted to said main beam and said second portion of said third connector being mounted to said cargo deck.
7. A multipurpose trailer system as in claim 5, further comprising lifting means, attached to said main beam, for pivoting said chassis about said wheels and lifting said cargo deck from said chassis.
8. A multipurpose trailer system as in claim 1, further comprising stationary support means, removably attached to said cargo deck, for supporting said cargo deck when said chassis is unattached from said cargo deck.
9. A multipurpose trailer system as in claim 8, wherein said first and second connectors each have first and second portions, said first portions of said first and second connectors being mounted to said axle and said second portion of said first and second connectors being mounted to said cargo deck.
10. A multipurpose trailer system as in claim 8, wherein said third connector includes a first portion and a second portion, said first portion of said third connector being mounted to said beam and said second portion of said third connector being mounted to said cargo deck.
11. A multipurpose trailer system, comprising:
deck means for locating and positioning cargo;

moving means for transporting said deck means from a first location to a second location when said moving means is connected to a prime mover; and

attachment means for removably attaching said deck means to said moving means;

wherein said securing means being attached to said moving means by said attachment means provides lateral strength required by said moving means to carry said cargo from said first location to said second location without the chassis bending or failing.

12. A method of making a multipurpose trailer system, comprising the steps of:

(a) providing an axle with first and second ends and first, second and third portions, said first portion extending from said first end of said axle to said third portion, and said second portion extending from said second end of said axle to said third portion;

(b) connecting a main beam to said third portion of said axle, wherein said main beam and said axle in combination are not sufficiently rigid to transport cargo from a first location to a second location;

(d) connecting a first suspension to said first portion of said axle, and connecting a second suspension to said second portion of said axle;

(e) connecting a first wheel to said first suspension, and connecting a second wheel to said second suspension;

(f) providing a cargo deck with a front side and a back side; (g) removably attaching said cargo deck to said first and second portions of said axle; and

(h) removably attaching said front side of said cargo deck to said main beam, wherein steps (g) and (h) impart to said cargo deck sufficient rigidity wherein cargo is transportable via said trailer system from a first location to a second location.

13. A method as in claim 12, further comprising the steps of:

providing a stationary support structure connectable to support said cargo deck; connecting said stationary support structure to said cargo deck; and

supporting said cargo deck with said stationary support after said axle and beam are unattached from said cargo deck.

14. A method as in claim 13, wherein said support structure includes a plurality of individual legs; and said step of connecting includes:

attaching at least two of said legs to said back side of said cargo deck; and
attaching at least two of said legs to said front side of said cargo deck.

15. A method as in claim 13, wherein said support structure includes two support members, said support members having first and second ends, first and second legs each having free terminal ends and extending outward perpendicular from said first and second ends, respectively, said first and second ends extending in parallel relation to one another; and said step of connecting includes:

providing first and second attachment members attached to said first and second legs respectively, wherein said first arm is rigidly attached to said free terminal end of said first leg, and said second arm is adjustably connected to said second leg;

attaching said first arms of both support members to said back side of said cargo deck; and

attaching said second arms of both support members to said front side of said cargo deck.

16. A method as in claim 13, wherein said support structure includes two support members, said support members having first and second ends, first and second legs each having free, terminal ends and extending perpendicular outwardly from said first and second ends, respectively, said first and second ends extend in parallel relation to one another; and said step of connecting includes:

providing first and second attachment members attached to said first and second legs respectively, wherein said first arm and said second arms are rigidly attached to said free terminal end of said first and second legs, respectively;

attaching said first and said second arm of one support member to said front side of said deck; and

attaching said first and said second arm of one support member to said back side of said deck.

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